

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4000

晚六时六月一十三日光

FRIDAY, JULY 28 1905.

五时半

晚八时七英九月八日

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000 \$18,000,000
Silver Reserve.....\$8,000,000
RESERVE LIABILITY OF PROPRTORS,\$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. HAUT, Esq., Deputy Chairman.
Hon. C. W. Dickson, H. Schubart, Esq.
E. Goett, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
MANAGER:

Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905.

HONGKONG SAVINGS BANK,

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905.

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....\$OLD 10,000,000
CAPITAL PAID UP.....\$OLD 5,250,000
RESERVE FUND.....\$OLD 5,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED;
UNION OF LONDON AND SMITH'S BANK; LTD.

BRITISH LINEN COMPANY BANK
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 26th May, 1905.

THE
OKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....\$10,000,000
CAPITAL PAID-UP.....\$18,000,000
CAPITAL UNCALLED.....\$6,000,000
RESERVE FUND.....\$9,720,000

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEWCHWANG.
BOMBAY. MUKDEN.
TIENTIN. PORT ARTHUR.
PEKING. CHEFOU.
KOWE. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " POWAN,"	2,338 "	G. F. Morrison, R.N.R.
" " FATSHAN,"	1,460 "	R. D. Thomas.
" " HANKOW,"	3,073 "	C. V. Lloyd.
" " KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	216 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday, at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak Hing ... Single \$12.50. Return \$21.00.

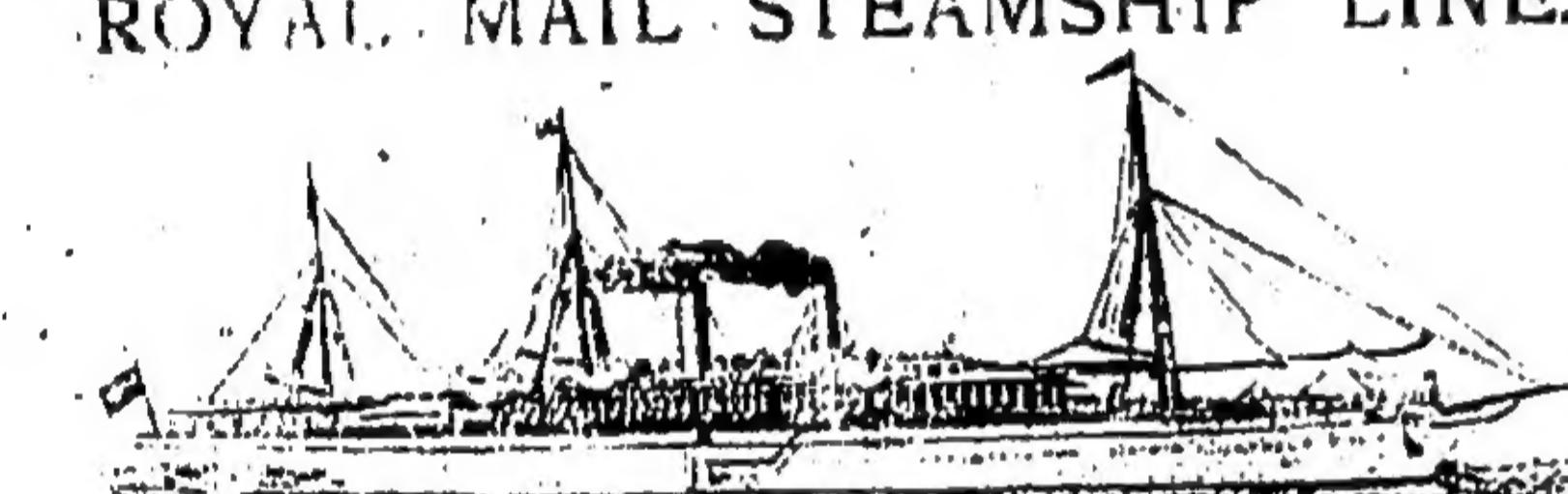
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

'PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers. Tons. Commanders. Sailing Dates.

R.M.S. "EMPERESS OF CHINA," 6,000, R. Archibald, R.N.R., WEDNESDAY, 9th Aug.

" " ATHENIAN," 2,420, J. Robinson, R.N.R., WEDNESDAY, 9th Aug.

" " EMPRESS OF INDIA," 6,000, E. Beetham, R.N.R., WEDNESDAY, 23rd Aug.

" " TARTAR," 4,435, W. Davison, R.N.R., WEDNESDAY, 13th Sept.

" " EMPRESS OF JAPAN," 6,000, H. Pybus, R.N.R., WEDNESDAY, 20th Sept.

Hongkong to London, 1st Class, \$125.00. 1/2 St. Lawrence £60. Via New York £60.

Hongkong to London, Intermediate on
Steamers, and 1st Class £100.

Steamers, and 1st Class £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Inter-

mediate rates, affording superior accommodation for that class.

Passenger Booked through all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books. Rates of Freight and Passage,

apply to D. E. BROWN, General Agent,

Hongkong, 12th July, 1905.

9, Pedder's Street.

[10]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER DIENST.

(Taking cargo at through route to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIQUE; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Steamers. DESTINATIONS. SAILING DATES.

ACILIA HAVRE and HAMBURG. 2nd August. Freight.

Schilke (Calling at STORE, PEHANG & COLOMBO.) 2nd August. Freight.

SPEZIA HAVRE and HAMBURG. 14th August. Freight.

Eckers (Calling at STORE, PEHANG & COLOMBO.) 14th August. Freight.

SAMBIA HAVRE, BREMEN and HAMBURG. 23rd August. Freight.

Lüding (Calling at STORE, PEHANG & COLOMBO.) 23rd August. Freight.

RHENANIA HAVRE and HAMBURG. 6th Sept. Freight and Passengers.

Förck (Calling at STORE, PEHANG & COLOMBO.) 6th Sept. Freight and Passengers.

SCANDIA HAVRE and HAMBURG. 20th Sept. Freight and Passengers.

v. Doebern (Calling at STORE, PEHANG & COLOMBO.) 20th Sept. Freight and Passengers.

SILESIA HAVRE and HAMBURG. 4th October. Freight and Passengers.

Bahia (Calling at STORE, PEHANG & COLOMBO.) about begin- 4th October. Freight and Passengers.

VANDALIA NEW YORK VIA SUEZ. about begin- 4th October. Freight and Passengers.

Haase (with liberty to call at the Malabar coast.) 15th Oct. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidships. Lighted throughout by Electricity.

Duly qualified Doctor and Stewardesses are carried.

For further particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Queen's Buildings.

Hongkong, 20th July, 1905.

D. NOMA, TATTOOER
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[17]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
AKTWERF, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA and BALTIQUE PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

W.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
SCHARNHORST WEDNESDAY, 2nd August.
PRINZ HEINRICH WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH WEDNESDAY, 30th August.
PREUSSEN WEDNESDAY, 13th September.
ROON WEDNESDAY, 27th September.
BAVARIA WEDNESDAY, 11th October.
ZIETEN WEDNESDAY, 25th October.
PRINZ ALICE WEDNESDAY, 8th November.
SACHSEN WEDNESDAY, 22nd November.
PRINZ REGENT LUFTPOLD WEDNESDAY, 6th December.
PRINZ HEINRICH WEDNESDAY, 20th December.

ON WEDNESDAY, the 2nd day of August, 1905, at Noon, the Steamer SCHARNHORST, Captain L. Maas, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 31st July. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Lines can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE,
MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.
PRINZ SIGISMUND 3,303 TUESDAY, 22nd August.
WILLEHAD 4,761 TUESDAY, 19th September.
PRINZ WALDEMAR 3,327 TUESDAY, 27th October.

ON TUESDAY, the 22nd August, 1905, at Noon, the Steamer PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

SAILINGS OUTWARDS.
EUROPEAN & AUSTRALIAN SERVICE.
DIRECT FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS.)

FOR STEAMERS. ABOUT
YOKOHAMA & KOBE PRINZ SIGISMUND TUESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA PRINZ EITEL FRIEDRICH TUESDAY, 1st August.

SHANGHAI, NAGASAKI, PREUSSEN WEDNESDAY, 16th August.
KOBE & YOKOHAMA WEDNESDAY, 16th August.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 28th July, 1905.

[13]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG".

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP
OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip \$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".

THE steamers sail from HONGKONG to SAMSHU, SHUHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to MESSRS. BUTTERFIELD & SW

Intimation.

WM. POWELL,
LIMITED.

ALEXANDRA BUILDINGS,
Das Vaux Road.

LADIES' DEPARTMENT.

NEW LACES
and
LACE COLLARS.

LINEN DRILL DUCK
MOTOR TAMS
for
LAUNCH & PICNIC
WEAR.

TRIMMED
and
UNTRIMMED
MILLINERY
in large variety.

A FINE STOCK
of
WHITE CANVAS,
WHITE KID,
BLACK GLACE
and
BROWN GLACE
WALKING
SHOES.

Also

WHITE AND TAN
TENNIS
SHOES,

At Moderate Prices.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 20th July, 1905.

Intimations.

NOTICE OF REMOVAL.

THE OFFICES of THE CANADIAN PACIFIC RAILWAY COMPANY have this day been REMOVED from No. 9, PEDDER'S STREET to HOTEL MANSION, corner of Pedder's Street and the Praya, opposite Blake Pier.

D. E. BROWN,
General Agent,
Hongkong, 27th July, 1905. [778]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary,
Hongkong, 22nd July, 1905. [762]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 21st August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary,
Hongkong, 17th July, 1905. [776]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 18th July, 1905. [753]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 76.

PRECAUTIONS TO BE OBSERVED WHILE DREDGING OPERATIONS ARE IN PROGRESS AT THE WHAMPOA BARRIER.

NOTICE is hereby given that the Dredger "CANTON RIVER" will commence work on the North side of the channel through the WHAMPOA BARRIER on the 24th inst. Vessels using the Front Reach approach to Canton are required to observe the precautions contained in Notice to Mariners No. 74 of the 28th June last.

Vessels should not pass on that side of the dredger from which a Red Flag is flown.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAVERS,
Acting Commissioner of Customs,
Custom House,
Canton, 22nd July, 1905. [770]

Gold Medals PARIS 1889 & 1900

Regd.  Brand

HARRIS, CALNE WILTSHIRE, England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [576]

BAY VIEW HOUSE,
MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905. [641]

BRITISH SAILORS IN THE AMERICAN NAVY.

The Naval correspondent of the Pall Mall Gazette writes: Until quite recent years—the practice may obtain even now—whenever a British warship touched at an American port armed sentries were mounted at the gangways, and all boats running to the shore were manned by petty officers, in place of seamen. The reason for this was that America had a sort of magnetic attraction for blue-jackets. Once they set eyes on the Land of the Dollar many of them were very unwilling to leave it. Despite all precautions, hardly a ship put to sea after a few days' stay in an American port without a big R (which signifies "run," i.e., deserter) having to be written behind the names of some of her crew. Even the petty officers though chosen for boat-manning because their stake in the service was greater than that of the seamen, occasionally succumbed to the fascination of the States, and went up country to seek fortune instead of returning to their ship. That some of the men who deserted from British men-of-war afterwards took service in the American Navy is undoubted, and this for reasons into which it is unnecessary to enter here. Jack has always looked upon the American Navy as distinctly better than our own from a lower-deck point of view, and many of the men recently turned out of the British fleet have crossed the Atlantic with a view to taking service under the Stars and Stripes.

DOCKYARD TRAINING FOR PRIVATE YARDS.

Some of the younger men discharged from our dockyards make no secret of the fact that they contemplate doing the same thing. No doubt they will be welcomed in any American shipyard, for such of them as are artisans and dockyard trained are highly skilled workmen. For years past there has existed in the Royal dockyards an excellent system of secondary education. Men who have passed through these schools are now filling important posts in many of our large private firms. They sought other fields because Government service offers such poor prospects. The Admiralty must know this well enough, yet seem content to continue spending public money on training smart boys to become valuable servants to somebody else, instead of in the department which provides their education and ought to have the benefit of their service.

PASSING ON TANJONG PAGAR.

O blamless Tanjong Pagar Dock,
The victim of expropriation,
You have indeed received a knock
From the most highly favoured nation.
Tis scarcely fair to play such pranks
With Companies who merit thanks.

When certain details came to light,
Perhaps demanding interference,
The Legislative Council might
Have exercised a wise forbearance,
Permitting you to shew your hand,
And with advancing times expand.

Whereas an epoch-making course
Has been by Government adopted,
Crushing by autocratic force
A power that would not be co-opted.
We live, no doubt, in strenuous days,
But clemency more often pays.

Your sterling worth in dollar cents—
That was the gist of each polemic—
Was figured out by arguments
More than a trifles academic.
Compulsorily purchased shares
Forming excuse for splitting hairs.

And now the value of your work
Lies on the knees of arbitration :
While shareholders in copper lurch,
And talk of wholesale decimation.
For few are on the other tack,
Or pat themselves upon the back.

Your efforts to keep pace with time
Were, in the past, a shade belated.
But have you wrought so great a crime,
That you are thus expropriated?
Accept the tribute of a sigh
From one who weeps to see you die.

—Straits Times.

SWISS FUNERAL CUSTOMS.

The people of Switzerland have a very peculiar custom which they observe at the time of a funeral. When a person dies the family has a black-edged announcement put in the papers, telling of the death of the person and asking for sympathy. They state that the "mourning urn" will be exhibited at a certain hour on a special day. Then on this day mentioned in the notice a little black table covered with a black cloth is placed in front of the house where the person died. On this black table is placed a black jar; then all the friends and acquaintances of the family go by the house that day and drop into this black jar a small black-bordered visiting card. Sometimes they write a few words of sympathy on the card. It is generally on the day of the funeral that this table is set out in front of the house. Another peculiarity of the Swiss funeral is that only men go to the churchyard, and they usually walk. The body is taken to the grave in a hearse, the men following it.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (to cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 5th September, 1905.

Intimations.

CIGARS.

FINEST HAMBURG MADE.

ROLAND VON HAMBURG
AT
84.50 per hundred.

ELIOR DE MONDEGO
AT
86.00 per hundred.

Sold in
AIR-TIGHT TINS
AT

TUNG CHIONG WO,
98, Queen's Road Central,
Opposite Central Market.

Hongkong, 9th June, 1905. [176]

STREET INDEX,

SECOND EDITION,
REVISED UP TO DATE,
by

ARTHUR CHAPMAN,
Government Assessor.

Now in print and will be published in August.

Orders should be sent early to

THE GOVERNMENT ASSESSOR,

The Treasury;

or

NORONHA & COMPANY,
Government Printers.

Hongkong, 18th July, 1905. [752]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the CAPTAIN SUPERINTENDENT OF
POLICE, to sell by
PUBLIC AUCTION,

ON
MONDAY,
the 31st July, 1905, at 11 A.M. at the Central
Police Station's Compound,

SUNDAY CONDEMNED, OBSOLETE,
UNCLAIMED AND CONFISCATED
STORES.

TERMS.—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 27th July, 1905. [759]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1905. [152]

Hotel.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1905. [177]

Consignees.

NOTICE TO CONSIGNEE.

THE P. & O. S. N. Co.'s Steamer

"MALTA"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received, from the Consignee, before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after 31st July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 31st July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 24th July, 1905. [178]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEE.

S. S. "COULSDON,"

FROM NEW YORK.

CONSIGNEEs of Cargo from London, ex
s.s. Dordogne and Charente, and from
Bordeaux, ex s.s. Ville de Valenciennes and
Cambray, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

</

Intimations.

A. S. WATSON & CO.,
LIMITED.WATSON'S
E
VERY OLD LIQUEURSCOTCH WHISKY.
THIS CELEBRATED BLEND OF THE FINEST WHISKIES IN SCOTLAND IS CHARACTERISED BY ITS FINE FLAVOUR AND MELLOWNESS ATTAINED ONLY BY GENUINE QUALITY AND GREAT AGE.
Per Dozen \$16.50.A. S. WATSON & CO.,
LIMITED,WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

BIRTHS.
On July 21st, at Singapore, the wife of J. F. HODGINS, of a daughter.

On the 28th instant, at "Kurraheen," Peak Road, the wife of EDWARD SHELLIM, of a son.

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DEATHS.

On June 24th, at Rhyt, P. W. CASE, late Commander P. and O. service, aged 62.

At Halifax, Yorkshire, on June 24, CHARLES E. CRAVEN, formerly of the Raffles Institution, Singapore. Aged 45.

At Shanghai on July 22nd, JAMES CARROLL, Straits Trading Co. Aged 35.

(184)

angel; he is given to sporadic attempts to have a good time; he is subjected to such discipline while at sea that he is liable to temporary fits of aberration when he gets ashore. But, withal, there is a knack in managing him, and apparently those in charge of the new Seamen's Institute have learned the art. He has his rights there, and he is treated as a man, not ordered hither and thither like an automaton. Commander Dawson's wish that the sailor who finds himself temporarily in Hongkong may enjoy to the full all the rights and privileges to which he is entitled will be echoed by every one who has the slightest interest in the seafaring life. Unfortunately, people in Hongkong have a habit of talking more than performing. Perhaps the strong remarks of Commander Dawson will be taken to heart, and as time passes the sailor and the seaman—for there seems to be a distinction between the two although to a landsman it is a distinction with no difference—will find his lot ashore sensibly improved and his status perceptibly raised in the eyes of the general public.

NEGOTIATIONS are still proceeding between the Government of India and Mr. Tang, the Chinese plenipotentiary for "Tibet" affairs, who still remains in Calcutta. It is hoped that some final result may be arrived at before the Government leave Simla.

We have received a visit from Mr. Hal. George, representing Fitz-Gerald Bros. circus and magazine, which is at present performing in Singapore. He informs us that the circus is coming on to Hongkong and will open a season about the second week in August.

At noon to-day a woman reported to the Harbour authorities that her cargo boat, laden with coal, bumped on to the blades of the propeller of the German s.s. *Borneo*, lying at the Kowloon wharf, and sustained a hole in her bottom, which caused her to sink on the spot.

The Medical Council of Russia has forbidden the importation of Dr. William's Pink Pill into that country on the ground that some specimens (alleged on behalf of the proprietary to be either forged or made up from the German prescription), contained 0.10 per cent of arsenic.

THIS marriage arranged between Sir Alexander Swettenham, Governor of Jamaica, and Mary Emily, elder daughter of Mr. R. P. Copeland, d.l., Kibbleson Hall, Stone, Staffordshire, and granddaughter of the late Mr. W. T. Copeland, d.l., M.P., will take place on Aug. 30 at Kingston, Jamaica.

The Royal Human Society has awarded a silver medal to Eusso Novo, lascar in the Peninsula and Oriental Coys' s.s. *Moldavia* for gallantly jumping overboard in the shark-infested sea at the Cape to the deliverance of an Australian, and rescuing a comrade, who had fallen from the vessel.From *The Yellow Dragon* for July we learn that on the 30th June there were 1,278 names on the annual roll of Queen's College, or 57 less than in the first half of the previous year. Combined with the fact that the monthly attendances are better than last year, this is evidence of a further improvement in regularity of attendance.It is reported that at the s.s. *Taiping*, which has been in the harbour for several months past, got under way yesterday to proceed to Shanghai; it was discovered that she was so encrusted with barnacles that they had penetrated to the engine-room, blocking up the main inlet. The ship was at once taken over and anchored in Junk Bay, preparatory to going into dock where she will have her bottom cleaned and the pipes cleared.

FOLLOWING is the programme of music to be performed by the Band of the 3rd Bat. (Royal West Kent Regt.) on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.—

March of Triumph—"Entry of the Gladiators"....."Feuer Overture"....."Raymond"....."Thomas"....."Wiener Klavier"....."Strauss-Panzerstück"....."Auf Den Alpen"....."Herrfurth" Suite No. 1....."Pee Gyr"....."Grieg-Synopsis".....(4) Morning. (6) Death of As...

(6) Aurora's Dance.

(6) Dance of the Indians in the Hall of the Mountain King. Selection from....."Johanna"....."Sullivan-God save the King."

By kind permission of Col. W. G. B. Western, C.M., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 29th Inst.—

March "Under Dem Siegeshauer" "Böhm-Overture to..." "Jesuado" "Spectre Selection from..." "Rip Van Winkle" "Planchette" "Valse" "Epigrame" "Gung" Grand March from..."Tannhäuser" "Wagner-Reminiences of..." All Nations" "F. Godfrey American Sketch" "Down South" "Myrdleton God save the King."

One of the cases was that in which Chinese cook sued his master S. M. Gidley for \$12.50 being wages for the month of June. Last week the case was adjourned in order that the defendant might bring a cross-action, suing his former servant for leaving without notice.

"Have you served him with a summons now?" asked the judge.

"No," said Mr. Gidley. "I couldn't find him."

"Well, he's in Court now. The bailiff can serve him here."

To the amazement of the cook, he was presented with a piece of foolscap containing a claim, for \$12 odd for leaving without notice. The spectators in Court, not being the victims, laughed. The judge asked the cook what he had to say.

"I simply asked him for my wages and he kicked me out."

S. M. Gidley entered the box and was asked "Why did the cook leave?"

"Because he said his father was dead and he wanted to go to see him."

Did you strike him?—No.

Then the cook's story was heard.

Did he strike you?—Yes, he slapped me twice.

What about your father being dead?—I never spoke about my father being dead, I only asked for my wages.

Judgment was given for the plaintiff with costs in each action.

Colloquially speaking they were quits, but the cook is still wondering how it happened.

A HINT TO LAWYERS

A case in which negligence is alleged as the ground of a claim was submitted.

His Lordship said that he did not know whether it was on the rules and regulations, but there was another process which might be adopted in such cases. They could apply the rules of the Admiralty law.

Mr. Otto Kong Sing then asked for a short adjournment, in order that the matter might be laid before Government. Mr. Hays consented to this, and said he would at once communicate with the Government, and the case was adjourned till Wednesday next.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.—On the 28th 12.20 p.m. the barometer has risen in S. China, particularly over the SE. coast.

After passing near Foochow yesterday afternoon, the depression has apparently continued to move Northwards.

Fresh S. and SW. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast.—Moderate SW. to S. winds; equal, thundershowers.

Returns from the North are lacking this morning.

Telegraphic communication between the Observatory and Hongkong is interrupted;

MACAO PUBLIC IMPROVEMENTS.

PROPOSED RECLAMATION.

For several years past the subject of the reclamation of the foreshore from the Boa Vista Hotel to the Barra Fort in the inner harbour at Macao engaged public attention from time to time. Repeatedly our Macao correspondent urged the expediency in the interest of the public health no less than to the benefit of the public exchequer, that the scheme should be carried into execution. During the administration of a former Governor, His Excellency Senhor José Horta e Costa, the project was not only considered but elaborated in its entirety by the Director of Public Works, Mr. A. Abreu Nunes, and by the Executive Council of Government strongly recommended for adoption by the Central Government in Lisbon. When the project and the report reached Portugal it received the same fate that many of its predecessors had done. It was shelved. It appears now that, thanks to the energy of the present head of the Executive, Senhor Montenegro, the reclamation scheme has not only been revived, but it is very shortly to be put into execution. We are informed on the best authority that a commencement will be made with the works in about a fortnight's time.

The long length of foreshore to be reclaimed includes all that portion from the present end of Praia Grande at the foot of the hill, where stands the Iona Vista Hotel, right along as far as the western extremity of Macao in Barra Fort. The work should not be difficult of accomplishment. The water is shallow within the boundaries of the proposed reclamation. An important consideration is that earth for filling is obtainable within easy reach of the sea by cutting down the hill at the back of the hotel and removing the little insanitary district inhabited by the people supplying the labour for the cracker factory in Tanque Malaita.

When completed this reclamation will afford a continuous spacious esplanade from the Public Gardens at the one end to the Barra Fort at the other. It will add considerably to the limited building area along the waterfront in Macao, and some excellent residential sites will be available with frontage to the sea. This important public work is probably one of the most extensive that will be undertaken by the Portuguese Government, and it remains to be seen how long it will be hurried in its completion. Once a start is made Macao has earned an unenviable notoriety for dilatoriness in its public enterprises in the past. It has generally relegated to the Greek Klends works of public utility and pressing urgency, as witness the harbour dredging scheme. But with the projected reclamation we have reason to believe that the Administration is in real earnest, and a public undertaking of small magnitude for Macao may be completed sooner than most people will generally concede for that colony.

HONGKONG SMALL DEBT COURT.

There was comparatively little of interest at the Hongkong Small Debt Court to-day. His Honour Mr. A. G. Wise, Vice-prize Judge presided, and there was the usual crowded attendance of lawyers and litigants. Most of the cases were postponed till some day next week.

DOUBT OR QUIT.

The Chief Justice—I don't quite follow you. You say notice was given to the judge who made the order.

Mr. Pollock—That was informal.

The Chief Justice—So it does not come as an appeal to the Court.

Mr. Pollock—Not at all. This is a separate application in bankruptcy. They contended, he continued, that if the creditor before actual receipt of the money had received notice of the presentation of a bankruptcy petition, or if in fact there was a receiving order, the creditor was not entitled to obtain the benefit of that execution.

Mr. Calthrop—Was it afterwards or before?

Mr. Calthrop—It was heard in Chambers. The learned-acting Chief Justice had this notice before him at the time.

His Lordship—It was immaterial to him. He could not have refused the order as he was not acting under the Bankruptcy Ordinance.

Mr. Calthrop—Oh yes, he could. When he knew there had been a petition in bankruptcy he could have refused.

His Lordship—It was not a case of bankruptcy.

Mr. Calthrop—No, but he might have known what was coming on. It is a principle of law that money which has been paid out under an order of the Court cannot be recovered back.

His Lordship—Where did you get that from?

Mr. Calthrop said it was Marryatt & Sampson.

His Lordship—Give me a quotation.

Mr. Calthrop—The heading is—"Where money has been paid by the plaintiff to the defendant under the compulsion of legal process which it is afterwards discovered not to be due the plaintiff cannot recover it back on an action for money received."

His Lordship—That is a very different position from this.

Mr. Calthrop proceeded to argue that other proceedings should have been taken for the return of this money. As long as the money had been paid out under an order it could not be recalled.

His Lordship remarked in the course of argument—What I cannot understand is why there has been so much delay.

Mr. Pollock said the opinion of counsel had to be taken, and after all there had not been such a very long time wasted.

His Lordship—It is some months, three months now, since the order was made.

Mr. Calthrop proceeded to cite authorities on the subject of his contentions.

Judgment was reserved.

SHIPPING AND MAIIS.

MAILS DUE.

Indian (*Nam sang*) 30th inst.Australian (*Tai yuan*) 31st inst.German (*Prinz Albrecht Friedrich*) 31st inst.American (*Doric*) 1st prox.German (*Scharnhorst*) 1st prox.Canadian (*Empress of India*) 14th prox.The Imperial German Mail s.s. *Prinz Albrecht Friedrich* carrying the German Mail with dates from Berlin of the 4th inst. left Singapore this morning, at 9 a.m., and may be expected here on 31st inst., at noon.

APPLICATION IN BANKRUPTCY.

AN IMPORTANT QUESTION.

The Chief Justice, Sir Francis Piggott, heard an important application under a bankruptcy petition to-day. The trustee in bankruptcy claimed the return of two sums of money amounting altogether to \$8,000 which had been paid out of Court from an estate which, immediately afterwards, was the subject of a bankruptcy petition.

Mr. H. E. Pollock, K.C., instructed by Mr. F. X. de Almada e Castro, appeared for the trustee in bankruptcy; Mr. H. F. Calthrop, instructed by Mr. Bailey of Messrs. Johnson, Stokes and Master, represented the respondents. The application arose over certain facts which were stated in an affidavit filed by Mr. d'Almada, in the course of which it was stated that on the 5th April last, on instructions from a creditor, he filed a bankruptcy petition against the Li Fung Bank carrying on business at 63 Bonham Strand. On the 6th April, application was made for service of the petition. On the 7th the acting Chief Justice, Sir Henry S. Berkeley, made an order for substituted service of the petition.

Mr. d'Almada was originally the solicitor for a creditor called Wong Chau Dy, who presented a bankruptcy petition against the debts of the Li Fung Bank. The matter came before his Lordship as to the application for substitution of the service and that petition was granted. The Fuk On Insurance Company at that time was in this position: it had obtained judgment against the Li Fung Bank. They proceeded very expeditiously and obtained garnishee against Wo Kee Hung in respect of \$1,000 and against Tui Fung Yue in respect of \$5,000. These people, who had garnishee in this matter, paid \$3,000 and \$5,000 respectively into Court on the 6th April. Then on the 7th April they immediately—or shortly after the hearing of Mr. d'Almada's application for substituted service—applied for payment of those sums which had been paid into Court. Mr. d'Almada said:

"You cannot get this money because there is this bankruptcy petition against the Li Fung Bank." In mentioning that to the representatives of the Fuk On Company, Mr. d'Almada when he was giving notice to Mr. Bailey was acting in his official position as representative for the trustee in bankruptcy. The important point was—said Mr. Pollock, in presenting the case to the Chief Justice—that notice was given to Mr. Bailey of Johnson, Stokes and Master, the solicitors for the Fuk On, of this petition, before the Court made the order that these two sums of money should be paid out. On the following morning, the 8th of April, these sums of money were paid out of Court. The point of the trustee in bankruptcy was this: Inasmuch as the Fuk On Company did not complete their attachment of these two sums of money by actual receipt of the same until after they had received from their solicitors notice of a bankruptcy petition, Mr. Wakeman as Trustee in Bankruptcy was entitled to come before this Court and to ask his Lordship that these sums of money should be paid by the Fuk On Company to him as trustee for the general benefit of the creditors.

The Chief Justice—I don't quite follow you. You say notice was given to the judge who made the order.

Mr. Pollock—That was informal.

The Chief Justice—So it does not come as an appeal to the Court.

Mr. Pollock—Not at all. This is a separate application in bankruptcy, they contended, he continued, that if the creditor before actual receipt of the money had received notice of the presentation of a bankruptcy petition, or if in fact there was a receiving order, the creditor was not entitled to obtain the benefit of that execution.

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His Lordship—That is a very different position from this.

TELEGRAMS.

[Official.]

OPERATIONS IN SAGHALIEN

IMPORTANT CAPTURES.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams—

Tokio, 28th July, 12.10 a.m.

The Saghalien army reports that at 1 p.m. on the 24th inst., one detachment drove the enemy near First Alcova, and occupied the line extending from Polowinka to Second Alcova. The enemy in that direction consisted of one infantry battalion, some volunteers and about eight field guns. The enemy fled in disorder towards Lomikov.

Previous to this engagement another detachment under cover of the destroyers was sent to the pier of Alexandrov which the enemy was trying to burn. That detachment succeeded in taking possession of the pier unburnt and repulsing the enemy by repeated attacks.

Mugati was also occupied by our troops who drove the enemy in co-operation with torpedoes.

At 3 p.m. one detachment occupied Third Alcova, while another advanced towards Alexandrov. The latter detachment defeating the enemy succeeded in occupying the town of Alexandrov at 7.15 p.m. The enemy continued resistance from the redoubts east of the town and also from the heights north-east of the town.

At dawn on the 25th instant we resumed an attack and pressed the enemy up to Novomichaelskoye. On the same day Done fell into our hands. Done and Alex androv escaped from conflagration. We captured 200 prisoners.

Tokio, July 27, 2.5 p.m.

The Imperial Headquarters report that our Saghalien Army began landing near Alcova, at 9 a.m. on the 24th instant, without much opposition.

Admiral Kataoka, commanding the squadron which was despatched to the North, reports that the squadron left the base as prearranged, convoying the military transports.

The previously advanced detachment, under Admiral Dera, reconnoitred the coast in dragging operations as predetermined, landing at a place near Alexandrovsk. The transports are conveyed landward as the dragging operations are in progress. The marines landed without resistance and occupied the points necessary for landing afterwards.

As the landing of the troops commenced the marines returned aboard.

The enemy burned Numin and set fire to Alcova, but Alexandrovsk is unburned.

Now the Japanese flags are flying over the Governor's office at Alexandrovsk, and on the houses in the town.

No damage was sustained by our ships or by our crews.

[Reuters.]

The Prospects of Peace.

LONDON, 26th July.

M. Sato, M. Komura's spokesman, interviewed in New York, said he was confident that peace would be successfully negotiated. The Japanese will be guided by moderation and no excessive demands will be made; as the war was costing Japan a million dollars a day, there was a feeling that there ought to be an indemnity. An armistice will probably be the first move in the negotiations.

Later.

M. de Witte has sailed for New York. President Roosevelt will receive M. Komura, informally, on Friday.

The Fourth Test Match.

England beat Australia by an innings and 80 runs.

THE RULE OF THE ROAD.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, P.C. Norman, Water Police, charged Chan Yau, master of the steam launch *Standard*, with unlawfully failing to observe the rule of the road laid down by His Majesty's Order in Council, in Victoria Harbour, on the 24th inst.—F. R. Norman said: At 2 p.m. on the 24th July, 1905, I was on duty by Messrs. Butterfield and Swire's buoy in the central fairway. I noticed the steam launch *Ping Po* coming from Yau-tai towards the Southern fairway at the same time the *Standard* was approaching from east to west, the *Standard* being on the port side of the *Ping Po*. The *Standard* held her course, and compelled the *Ping Po* to alter her course some 10° to starboard. Had the *Ping Po* not done so there would have been a collision of a certainty. The *Ping Po* afterwards passed under the stern of the *Standard*. The defendant was not at the wheel of the *Standard*.

To the Court: I was some 200 to 300 yards distant and could see very plainly what happened.

Chan Yau, master of the steam launch *Standard*, said: I was down below. One of the crew was at the wheel, but I was at the wheel when we passed the *Ping Po*. By models defendant demonstrated that he did not give way to the *Ping Po*, which he should have done.

Defendant was fined \$5 and cautioned to be more careful in future.

H.M.S. CHINA SQUADRON.

FLEET REGATTA

AT WEIHAIWEI.

[From Our Own Correspondent.]

Weihaiwei, July 22nd.

The annual regatta in connection with the ships of the China "quadra" opened here on Monday last, under most favourable circumstances. The vessels in port were the *Alacrity*, *Andromeda*, *Astraea*, *Bonaventure*, *Cadmus*, *Clio*, *Diadem*, *Glory*, *Hecate*, *Hogue*, and *Iphigenia*.

Brief results of the racing are as under:

FOUR AND FIVE-OARED GIGS AND WHALERS, (pulled by signallers)—1, *Andromeda*; 2, *Bonaventure*; 3, *Andromeda*.

CAPTAINS' CHALLENGE CUP, (rowed in four-oared Cutters)—1, *Andromeda*; 2, *Hogue*; 3, *Glory*.

TEN-OARED CUTTERS—1, *Andromeda*; 2, *Clio*; 3, *Hogue*.

FOUR AND FIVE-OARED GIGS AND WHALERS, (pulled by boys)—1, *Bonaventure*; 2, *Andromeda*; 3, *Glory*.

CHIEPO CHALLENGE CUP, (large)—1, *Andromeda*; 2, *Diadem*; 3, *Hogue*.

FOUR AND FIVE-OARED GIGS AND WHALERS, (for stokers)—1, *Andromeda*; 2, *Bonaventure*; 3, *Alacrity*.

FOURTEEN-OARED CUTTERS (stokers)—1, *Andromeda*; 2, *Hogue*; 3, *Glory*.

TEN-OARED CUTTERS (stokers)—1, *Bonaventure*; 2, *Andromeda*; 3, *Alacrity*.

FOUR AND FIVE-OARED GIGS AND WHALERS (day-men)—1, *Bonaventure*; 2, *Hecla*; 3, *Cadmus*.

TEN-OARED CUTTERS (marines)—1, *Andromeda*; 2, *Diadem*; 3, *Iphigenia*.

FIVE AND SIX-OARED GIGS AND WHALERS (sub-officers)—1, *Andromeda*; 2, *Bonaventure*; 3, *Alacrity*.

FOURTEEN-OARED CUTTERS (boys)—1, *Andromeda*; 2, *Hogue*; 3, *Alacrity*.

TEN-OARED CUTTERS (boys)—1, *Bonaventure*; 2, *Astrea*; 3, *Iphigenia*.

CHIEPO CHALLENGE CUP (small), 4 and 5 oared gigs and whalers—1, *Cadmus*; 2, *Alacrity*; 3, *Bonaventure*.

PINNACLES—1, *Bonaventure*; 2, *Hogue*; 3, *Glory*.

SKIFFS—1, *Glory*; 2, *Alacrity*; 3, *Glory*.

ARBUHNOT CHALLENGE CUP, 5 and 6 oared gigs and whalers (officers)—1, *Alacrity*; 2, *Glory*; 3, *Hecla*.

LAUNCHES—1, *Andromeda*; 2, *Hogue*; 3, *Glory*.

FIVE AND SIX-OARED GIGS AND WHALERS (sub-officers)—1, *Andromeda*; 2, *Andromeda*; 3, *Diadem*.

FOURTEEN-OARED CUTTERS (boys)—1, *Glory*; 2, *Hogue*; 3, *Andromeda*.

TEN-OARED CUTTERS (boys)—1, *Bonaventure*; 2, *Astrea*; 3, *Iphigenia*.

CHIEPO CHALLENGE CUP (small), 4 and 5 oared gigs and whalers—1, *Cadmus*; 2, *Alacrity*; 3, *Bonaventure*.

PINNACLES—1, *Bonaventure*; 2, *Hogue*; 3, *Glory*.

SKIFFS—1, *Glory*; 2, *Alacrity*; 3, *Glory*.

ARBUHNOT CHALLENGE CUP, 5 and 6 oared gigs and whalers (officers)—1, *Alacrity*; 2, *Glory*; 3, *Hecla*.

FOUR AND FIVE-OARED GIGS AND WHALERS (Marines)—1, *Glory*; 2, *Andromeda*; 3, *Alacrity*.

JACKSON CHALLENGE CUP (all comers)—1, *Glory*; 2, *Alacrity*; 3, *Bonaventure*.

ADMIRAL'S CUP—1, *Andromeda*. Sailed by Captain Nelson Omanney.

At the close of the regatta Lady Noel distributed the prizes.

H.M.S. *Diadem* is taken over the duties of flagship.

THE YACHT PARTY.

The Congressional Party on the s.s. *Manchuria* will leave the ship at Manila, and are expected to arrive in Hongkong towards the latter part of August as they expect to take passage home on the *Korea* leaving Hongkong the 1st of September.

ALLEGED MURDER.

SUSPECT IDENTIFIED BY PRIEST.

Remanded from yesterday, the case in which Cheung Fat is charged with murder under circumstances already recorded in these columns was resumed before Mr. F. A. Buzeland this afternoon.

The foreman in the shipyard at Quarry Bay spoke to finding the body, at 9 a.m. on the 21st June, floating close to the shipyard. A piece of string was in the mouth.

Inspector Robertson said that the string was at the back of the neck and was hanging loosely down the back. He examined the body, but found no wounds or marks of violence. A woman subsequently reported that deceased had been missing since 10 p.m. the previous night, and that she had found the girl's boat on the foreshore at Saiwanho. She returned at 7 a.m. accompanied by deceased's mother, and, in consequence of the statement the latter made, witness went with them to village boat 5507, and there in the stern he found a board with fresh blood upon it.

Lung Kan spoke to finding the blood-stained board, and in reporting the matter to the inspector at Shaukiwan, Cheung Man, father of the deceased, then spoke to identifying the body of his daughter, Shek Kan, on the beach near the shipyard and again at the mortuary.

Lai Yau Ming, said he was a priest, living at Causeway Bay. On the night in question he was walking to Shaukiwan, when he saw a boat row towards the shore, and went towards it to engage it to take him to Shaukiwan, and when he got near he saw three men land from it, and run towards the road, leaving no one in the boat. He noticed the three men. The defendant was one of those three men. It was a bright moonlight night and he could see his face quite clearly. Witness picked out the defendant from among twelve others all dressed alike.

The case was adjourned until to-morrow.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

The ninth annual meeting of the United Asbestos Oriental Agency, Ltd., was held in the offices of the general managers, Messrs. Dowell & Co., this afternoon. Mr. G. H. Medhurst presided, and the others present were Messrs. E. G. Parrot, J. James D. Auld, W. H. Wickham, Thomas Skinner, J. W. C. Bonnar, and G. R. Edwards, secretary.

The Chairman said—Gentlemen—The report and accounts have been in your possession for some days, and, with your permission, we will take them as read. The figures we have been able to lay before you this year, while not being so good as those of last year, are, we consider, satisfactory. The falling off in receipts we attribute, not so much to the competition—although it has been very keen—as to the general depression in trade that has existed during the year under review. You will notice from the profit and loss account that the expenditure is some \$1,800 less than last year; this would have been considerably further reduced but for the travelling expenses of our superintendents, who have visited Manila, Singapore, Shanghai and Japan with a view to extending our business. The stock of material on hand has been very carefully examined and checked, and due provision made for goods that show any signs of deterioration. Since the close of the Company's financial year, we have opened a branch in Singapore. Before taking this step we made very careful inquiries regarding the amount of business we were likely to obtain, and were satisfied from the reports of our superintendent and agents, there it would be advantageous to establish the Company at that port. Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions shareholders desire to ask.

No questions were asked.

The Chairman accordingly moved the adoption of the report and accounts.

Mr. Wickham seconded.

The motion was unanimously adopted.

Mr. Bonnar moved the re-election of Mr. G. H. Potts as auditor of the Company.

Mr. Skinner seconded, and the motion was unanimously adopted.

This was all the business.

RAUB GOLD MINING CO.

ANNUAL REPORT.

The balance sheet and accounts of this Company to Mar. 31, (Singapore accounts to Feb. 28) have now been issued to shareholders. The profit and loss account is as follows:

Balance forward £ 4,029,650.02 of gold

Brisbane charges 587 from 40,558 tons

Raub and Singapore 24,045 after paying

Electrical upkeep 3,388 royalty &c £28,872

Amounts written off 5,566 Balance 8,745

£37,617 £37,617

The Directors regret that mining operations have not shown a more successful result. Mr. C. G. Winsford Lock resigned, but is responsible for the annual report, and has been succeeded by Mr. W. H. Martin, M.I.M.M.

The chief points of interest to the public in the lengthy annual report are as follows:

In submitting this Annual Report upon your mining and milling operations, the third since matters came under my direction, I cannot disguise a feeling that we have deserved better luck than has fallen to us. That there has been no slackening off in our efforts to reduce working expenses is abundantly shown in the cost-sheets, and, while these have already been brought below the minimum I originally predicted, and quite eclipse everything but the great Alaskan Mines, further economies are still in course of being introduced. That our progress has been slow, I admit. That it has taken us three years to re-model and rebuild this enterprise, and that we have not yet finished our task, may seem blameworthy to those who do not know the Far East; but the fact that we have reduced working expenses to nearly one-fourth of what they were, is a record that will take a lot of beating.

Plant and Machinery.—The installation of new plant and machinery has again made great inroads on our capital, principally in connection with the extension of electric motive power, and the cyanidation of our tailings.

At Sempan, we are adding a new turbine and generator capable of delivering 300 h.p. at the mine. This will be quite an up-to-date machine, and will be provided with the most approved automatic control, by which we hope to secure more even running, with a reduction of labour.

The addition to the building and the necessary foundations to accommodate this machinery are complete, and the plant itself is all on the ground and in course of erection.

At Bukit Koman, the new electric hoist arrived broken, and it was July before the deficiencies were made good.

The electrically-driven Cornish pump—the first and only one of its kind in the whole world—was put to work in July, and has run beautifully without a moment's stop ever since.

It is a most successful installation, and its economy is remarkable, saving at least \$1,000 a month in fuel.

To enable ore-raising to be

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	4th "
GLASGOW and LIVERPOOL	"ORESTES"	9th "
GLASGOW and LIVERPOOL	"ULYSSES"	10th "
GLASGOW and LIVERPOOL	"OCEANUS"	11th "
GLASGOW and LIVERPOOL	"PELEUS"	16th "
GLASGOW and LIVERPOOL	"ALCINOUS"	23rd "
GLASGOW and LIVERPOOL	"AGAMEMNON"	30th "
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENAI"	6th September.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"AJAX"	7th August.
LONDON, AMSTERDAM & ANTWERP	"IDIOMENEUS"	15th "
GENOA, MARSEILLES & L'POU	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PARLAK"	29th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	12th September.
GENOA, MARSEILLES & L'POU	"YANGTSE"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"MACHAON"	7th August.
ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA	"JASON"	3rd September.

WESTWARD.

FROM	STEAMER	TO SAIL
TACOMA, SEATTLE, VICTORIA and	"NINGCHOW"	17th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th July, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL.

SWATOW, CHEFOO and TIENSIN	"KANGU"	29th July.
SHANGHAI	"KWEIYANG"	31st "
NINGPO and SHANGHAI	"TIENSIN"	31st "
MANILA	"TAMING"	1st August.
MANILA, ZAMBALANG, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE, ILOILO, CEBU and ILOILO	"TAIYUAN"	1st and 2nd
	"SUNGKANG"	4th "
	"KATEPONG"	8th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th July, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley...	MANILA	SATURDAY, 29th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 22nd July, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "INDRAWADI" THURSDAY, 10th August.

"SIERRA BLANCA" 30th September.

For Freight and further information, apply to

SHEWAN, TOME'S & CO.,
General Agents.

Hongkong, 25th July, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

Has always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Elliptical Duplicator.

Hongkong, 23rd February, 1905.

164

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, Des Voeux Road.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

TRIPS TO CANTON AND MACAO.
THE Yuk On Company's Splendid Steamer

"YING KING," Registered.

His Steamer departs from Hongkong on
Week Days, at 7:30 A.M. and on Sundays
at 2:30 P.M. and on Sundays at 5:30 P.M.,
if tide permits.

FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$3; and Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single \$1,
Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of 50 cents.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on produc-
tion of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 12th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Toins Captain

"KWONG CHOW" ... 1,309... J. P. MARTIN.

"KWONG TUNG" ... 1,328... H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).

Leave Canton for Hongkong about 5:30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
is lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey ... \$4

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West,

Hongkong, 26th June, 1905.

For Freight and further information, apply to

REGULAR STEAMSHIP SERVICE.

TO NEW YORK,

VIA PORTS AND SUZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"ST. HUGO" 12th August, 1905.

"SHIMOSA" to follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 19th July, 1905.

INDO-CHINASTEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On

MANILA LOONGSANG* SATURDAY, 29th July, 3 P.M.

SINGAPORE, SRABAYA & SAMARANG WEDNESDAY, and Aug., 3 P.M.

SANDAKAN VIA KUDAT MAUSANG THURSDAY, 3rd August, 3 P.M.

SINGAPORE, PENANG & CALCUTTA NAMSANG* TUESDAY, 8th August, Noon.

Taking Cargo on through Bills of Lading to Chefoo, Newchwang, Tientsin and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted

throughout with Electric Light.

Taking Cargo on through Bills of Lading to Lahad Datu, Simpitas, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 28th July, 1905.

BOSANQUET'S BOthering Break.

AND HOW TO GET IT.

BY P. A. VAILE.

I have never seen an explanation in any paper or book which would enable a bowler to obtain an off-break with an apparent leg-break delivery. On the other hand, I have seen it stated in papers of high standing in London that English cricketers do not understand how the break is obtained.

This certainly should not be so. There is no break within the capacity of any spinning ball that I would not guarantee to reproduce. Certainly it might be less skilfully done than many other men could do it, but it would be done at least sufficiently well to demonstrate the fact that the ball was obeying the mind and fingers that controlled it.

It is an axiom with anyone who has even superficially studied swerve or break that a ball must curl or break the way it is spinning, taking the manner of revolution in all cases, of course, from the last point of contact with the fingers.

NEWS EGGS FOR COLUMBUS.

When once this point is thoroughly grasped, it seems to me to make the explanation of off-break with apparent leg-break delivery so abundantly clear that it is a matter for surprise that with all our wealth of cricketing writers it has remained unexplained so long.

The batsman can see clearly that the ball is not a common off-break, yet it comes in from the off. There can be but one explanation.

The break is produced by a modification of pure overspin, and not in the slightest degree by cross-spin, such as is used for leg or off-break.

Suppose a person took a tin plate with a rubber edge, and threw it down the pitch spinning away from him, and lying over at an angle of 45 degrees. That plate will strike all it can to stay in the plane or line of flight in which it finds itself, especially as long as the spin lasts.

Let us imagine that it pitches on the off-stump, still, mark you, spinning forwardly, and lying over at an angle of, say, 45 degrees. Do you think that the moment that plate's rubber edge grips the grass the plate will right itself to a vertical position and bound forward straight from wicket to wicket, as it would were it pure overspin?

A QUESTION OF ANGLES.

Certainly it will not; as it pitches on the off-wicket at an angle of 45 degrees, so it will rebound at the same, or approximately the same angle, so that the effect is that the overspin carries it across from the off-wicket to the leg, and thus is produced this valuable and puzzling break.

The plate here represents merely the plane of spin or that imaginary wall which theoretically bisects the spinning ball all the time it is progressing down it. It must, of course, be remembered that a cricket ball, being spherical and heavy, would neither swerve so much as a plate, nor probably rebound so accurately in the angle of spin in which it was before it struck the ground, but the effect is just the same. The plate is thrown down the middle of the ball. The mere fact that it has flat cheeks only affects the question of degree, and does not in any way affect the laws of break.

I want to make it very clear that this break cannot be obtained by the ordinary cross-spins. It must be a modification of overspin. Overspin is a spin which spins as though it were a hoop going through the air, instead of on the ground, from the bowler to the batsman. Here the hoop is the plane of spin, but this is pure overspin. This will not give you the break, but make your hoop lie over on its side as it goes through the air, and you will have conquered the mysterious break.

THE BEAUTY OF DECEPTION.

The beauty of this delivery is that for all that anyone but the keenest of batsmen can see, it may be cross-spin, which, of course, would give you the leg-break. You may have bowled for an off-break with leg action, but your plane of spin was too upright. It goes down, as an unexpected straight ball, and particularly if against the wind, on account of its overspin, dives suddenly at the end of its flight, a deadly Yorker, or it makes you hit it a foot further forward than you reckoned on.

Peradventure you get the right angle of overspin, and it pitches on the off-stump. The batsman knows it—a legbreak pitched narrow, and he proceeds to deal with it accordingly, when it whips back and takes his leg-stump.

The possibilities of overspin for producing break and swerve are, I am convinced, not yet fully realised by English cricketers. So that there may be no doubt about the value of this delivery, I will here set down those balls which may apparently all come from it. Only the keenest of batsmen can possibly tell which is coming down, and, as a matter of fact, as near as the angles of the plane of spin, which produce this break, to overspin, that frequently the bowler himself doesn't know which he has got, or—pure overspin, which would be a straight bound, or overspin at an angle of, say, 50 degrees, which would produce an off-break with apparent leg-break delivery.

UNEXPECTED POSSIBILITIES. From apparently the same delivery which conceals this break may come;

1. Simple leg-break.

2. A straight ball with pure overspin which, especially against a wind, dives suddenly and deceptively at the end of its flight.

3. Off-break with apparent leg-break delivery, and

4. Provided the spin is sufficient, and there is enough wind, a dangerous swerve from the leg.

It must be remembered that as off-break with apparent leg-break delivery is used, it stands to reason that leg-break with apparent off-break delivery is "on." This break has all the perplexities and puzzling peculiarities of its well-known relation, but naturally, of course, reversed.

These breaks are of as much importance to cricket as are the American services to law tennis, and when once cricketers fully realise their value I have every hope that they will give the game very materially. Another and by no means inconsiderable virtue that this ball possesses is that naturally its break is frequently straight between the wickets, and then two beside him who gets tangled with it.—P.A.V.

HEAT AND HEALTH.

BY A PHYSICIAN.

[Continued from page 6.]

And this introduces a matter around which controversy rages. Accepting the idea that thirst and hunger are not provided as evidence in favour of philosophic hedonism, but are symptoms of bodily needs, and are normally proportioned thereto, I incline to the view that when a man is thirsty he should drink, and that if he likes his liquid very cold he may have it so. Not so many years ago, when medicine was yet in process of emergence from superstition, we used most crudely and foolishly to deny water to feverish patients. Not infrequently they helped themselves when the nurse was not looking, whereupon the nurse got a wagging, and the patient—a smile, which makes for recovery. One day, I suppose, some bright soul put two and two together, took his courage in both hands, and "knowing that Nature never did betray the heart that trusted her" (if I may alter one word of a masterpiece) inaugurated the present rational treatment of thirst in fever. Now, if it is right and beneficial in relieve the thirst of morbid fever, I cannot believe that it is wrong to relieve the thirst attendant upon the body's effort to keep its temperature down when the sun is in his strength. Children are constantly told that it is dangerous to take cold water when they are hot, but I have not yet met any statistical proof of that assertion. This, however, may be noted, that it is not well to do anything which suddenly arrests the process of perspiring. Hence the sharp dip in cold water is legitimate and salutary when one is hot; but a longer stay is dangerous, obviously because of the extreme rapidity with which heat can be abstracted from a flushed skin.

But if the reader prefers to carry away one young counsel from all these words let it be this: in hot weather, if not always, treat the indications of your appetite or hunger-sense as you do those of any other; and if your appetite is smaller do not too hastily assume that your body is irrationally constructed, for neither the theory of Creation nor that of Evolution, will countenance you in such a conclusion.—P.M.G.

Shipping.

Arr.—Kennebec, Br. s.s., 3,301, C. R. Beynon, 27th July, Shanghai and Keeling 25th July, Gen.—S. O. Co.

Ambria, Ger. s.s., 3,351, F. Porzelius, 27th July, Moji 22nd July, Gen.—H. A. L.

Blackheat, Br. s.s., 4,719, Sherborne, 27th July, Canton 27th July, Gen.—D. & Co., Lt.

Hong Bee, Br. s.s., 2,056, H. Peters, 28th July, Singapore 23rd July, Gen.—Chile.

Rhenania, Ger. s.s., 4,056, Th. Förck, 28th July, Hambo 10th June, and Singapore 23rd July, Gen.—H. A. L.

Zaida, Br. s.s., 2,803, C. Willis, 28th July, Rangoon 16th July, Gen.—J. M. & Co.

Otterspool, Br. s.s., 1,824, J. J. Farnell, 28th July, Kuchinotzu 21st July, Coal.—M. B. K.

Taming, Br. s.s., 1,357, J. Mackenzie, 28th July, Manila 25th July, Gen.—B. & S.

Clearances at the Harbour Office.

Mogallan s. for Saigon.

Attack, for Canton.

Ambria, for Calcutta.

Eos, for Samban.

Kuangtung, for Swatow.

Forest Castle, for Culcutta.

China, for Shanghai.

Alladair, for Singapore.

Benteli, for Nagasaki.

Hoi Tin, for Kwong-chow-wan.

July 28.

China, for San Francisco.

Malia, for Shanghai.

Pelao, for Tientsin.

Ever, for Shanghai.

Elong, for Tientsin.

Kuangtung, for Shanghai.

Passenger Arrived.

Per Hongke, from Singapore—36 Chinese.

Per Zaida, from Rangoon—Mr. George, and 1,200 Chinese.

Per Rhenania, from Hamburg—Mr. Goos, and Miss Henkel.

Per Taming, from Manila—Messrs. Van-Showe, W. and S. Sowey, A. Hard, Dr. Donaldson, J. E. Williams, Thurber, H. L. Harris, Francis da Sosa, K. O. Sheward, and 13 Chinese.

Shipping Report.

Str. Zaida from Rangoon—Moderate winds, and fine cloudy weather.

Str. Otterspool from Kuchinotzu—Strong SW. gales and heavy seas.

Str. Taming from Manila—Strong SW. winds, with high Wly sea and squalls, with heavy showers throughout.

Str. Hong Kee from Singapore—Strong SW. winds, with the Parcels, rough sea, overcast sky, falling Barometer, lowest reading 29.55, from 180 miles S. of Cap Mock to port, weather moderate and dull, heavy showers from W.

Vessels in Port.

STRAMMERS.

Aldershot, Br. s.s., 1,354, Adam, 5th July, Canton 5th July, Gen.—D. & Co., Lt.

Athenian, Br. s.s., 2,440, S. Robinson, R.M.R., 26th July—Vancouver, B.C., 26th June, and Shanghai 23rd July, Flora and Gen.—C. P. R. Co.

Benteli, Br. s.s., 2,508, Potter, 25th July, London via Ports 10th July, Gen.—G. L. & Co.

Borneo, Ger. s.s., 1,344, F. Sembill, 21st July, Sandakan 15th July, Timber—M. & Co.

Catherine Apcar, Br. s.s., 1,730, A. Stewart, 24th July—Singapore 18th July, Gen.—D. S. & Co., Lt.

Cheang Chew, Br. s.s., 1,213, E. Edwards, 25th July, Singapore 19th July, Gen.—China.

Daijin Maru, Jap. s.s., 1,000, H. Ohta, 25th July—Amoy 23rd July, and Swatow 24th, Gen.—O. B. K.

Dorset, Br. s.s., 1,652, J. Jenkins, 26th July, Salgon 21st July, Gen.—Man Fat & Co.

Empress of China, Br. s.s., 3,046, R. Archibald, R.M.R., 27th July—Vancouver, B.C., 2nd July, and Shanghai 22nd, Mails and Gen.—C. P. R. Co.

Hanoi, Fr. s.s., 738, P. N. Merlees, 24th July, Haiphong 17th July, Rice—Yuen Fat

Heim, Nor. s.s., 1,757, A. Erikson, 25th July, Bangkok 17th July, Rice—Yuen Fat

Hong Kong.

Hohenholz, Ger. ss., 6,660, O. Kraefz, 20th July, from Genoa, Ballast—M. & Co.

Hopsang, Br. s.s., 1,359, J. M. Hay, 27th July, Sourabaya and Probolinggo (Java) 17th July, Sugar—J. M. & Co.

Kensington, Br. s.s., 2,247, Dower, 22nd July, Salina Cruz 19th June, Ballast—C. C. S. S. Co.

Kansu, Br. s.s., 1,442, R. Lincoln, 21st July, Canton 26th July, Gen.—B. & S.

Kwangtung, Ch. s.s., 1,468, R. Lincoln, 21st July, Canton 26th July, Gen.—C. M. S. N. Co.

Lisa, Swed. s.s., 1,577, H. Hornsby, 21st July, Kobe 17th July, Gen.—Shun-Tai S. N. Co.

Loontgang, Br. s.s., 1,002, G. S. Weigall, 24th July, Manila 21st July, Gen.—J. M. & Co.

Loosok, Ger. s.s., 1,020, G. Schulz, 22nd July, Bangkok 14th July, Rice—B. & S.

Magallanes, Am. s.s., A. Yresabal, 18th July, Manila 16th July, Sugar—Order.

Mausang, Br. s.s., 1,644, R. Houghton, 21st July, Sandakan 16th July, Timbre and Gen.—J. M. & Co.

Mercedes, Br. s.s., 1,300, McGregor, 14th July, Weihaiwei 9th July, Ballast—Order.

Netherton, Pr. s.s., 2,755, J. Simpson, 19th July, Sydney 26th June, Coal—A. K. & Co.

Rubi, Br. s.s., 1,619, A. H. Notley, 25th July, Manila 21st July, Gen.—S. T. & Co.

Telemachus, Br. s.s., 4,802, J. H. Goodwin, 23rd July, Tacoma, U.S.A. via Japan 3rd June, Gen.—B. & S.

Vandalia, Ger. s.s., 4,179, H. Hause, 25th July, Singapore 18th July, Gen.—H. A. L.

Wainwright, Br. s.s., 1,470, J. MacKenzie, 28th July, Manila 25th July, Gen.—B. & S.

Ward, Mr. and Mrs. J. MacKenzie, 28th July, Manila 25th July, Gen.—B. & S.

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Mails.

To Let.

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden-Road, near the Ferry, with Fine Bright and Airy Rooms, GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—
H. RUTTONGEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon,
Hongkong, 5th June, 1905. [62]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.
Apply to—
H. N. MODY.
Hongkong, 4th May, 1905. [52]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.
First Floor, No. 12, QUEEN'S ROAD CENTRAL.
Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—
S. BISNEY,
Hongkong Hotel,
Hongkong, 8th June, 1905. [63]

TO LET.

NOS. 17 and 29, WONG-NEI-CHONG ROAD.
A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPPON TERRACE,
FLATS in MORTON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 25th July, 1905. [69]

TO LET.

N. 3, MACDONNELL ROAD.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 19th July, 1905. [75]

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905. [692]

For Sale.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sol Agents:—

SIEMSSSEN & CO.

Hongkong, 10th January, 1905. [57]

GREEN ISLAND CEMENT COMPANY, LIMITED.

Hongkong, 7th March, 1905. [50]

PORTLAND CEMENT.

BOSTON STEAMSHIP COMPANY. \$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MUJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing:

Tremont... 9,606 T. W. Garlick. At Aug. 8

Hyades... 3,753 Geo. Wright... Aug. 15.

Lyra... 4,417 G. V. Williams Sept. 15

Pleiades... 3,753 F.G. Purtington —

Shawmut... 9,606 E. V. Roberts —

Steamer marked (*) have no second-class passenger accommodation.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STewardess.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to—
DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 21st July, 1905. [54]

Telephone 336.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

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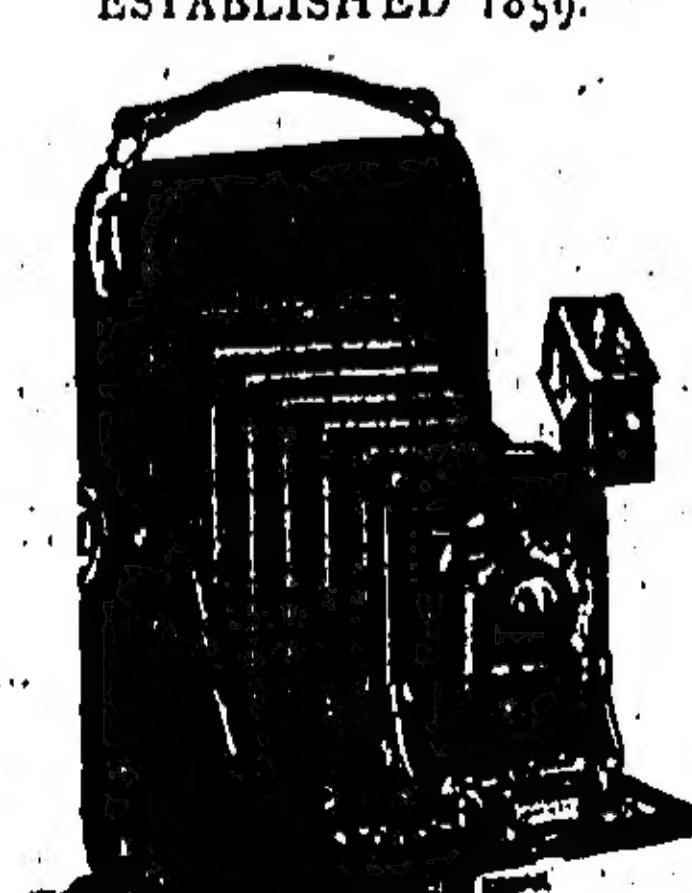
FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
HANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 } { \$8,000,000 } { \$250,000 }	\$1,493.408	{ Div. of £1.10/- and bonus of £1 @ ex-change 1/11.9/16—\$25.46 for second half-year 1904 }	5 % \$915
National Bank of China, Limited	99,925	\$7	\$5	{ \$200,000 }	\$41,768	\$2 (London 3/6) for 1903	... London £90 \$38 buyers
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,100,000 } { 81,739 }	\$150.494	\$17 for 1903	5 % \$325 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 } { \$151,920 } { \$362,366 } { \$371,445 }	Nil.	\$41 for year ended 30.4.1904	61 % \$73 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000 { \$1,800,000 } { \$20,000 }	Tls. 217,119	Interim of 7/6 1904	8 % Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$5,000 } { \$185,000 } { \$85,439 } { \$250,000 }	\$2,078.997	\$35 for 1903	5 % \$725
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 }	\$486.884	\$12 and \$3 special dividend for 1903	81 % \$172
FIRE INSURANCES							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 } { \$216,933 } { \$2,241 }	\$329.047	\$6 dividend & \$1 bonus for 1903	84 % \$185 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,000 }	\$360.372	\$34 for 1903	118 % \$305
SHIPPING, TUG AND CARGO BOATS							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 } { \$185,000 } { \$85,439 }	\$8,832	\$1 for 1904	5 % \$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$600,000 }	\$1,200	\$2 for year ended 30.6.1904	51 % \$35
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	{ \$120,000 } { \$241,150 } { \$3,990 }	\$26,160	\$1 for second half-year 1904	91 % \$268
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	{ \$1,000,000 }	\$4,435	1/2 @ 1/10 = \$6.29.51 for 1904	61 % \$93 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	{ Tls. 25 final making Tls. 4 for 1904 } { Tls. 25 final making Tls. 31 for 1904 }	71 % Tls. 60 buyers Tls. 30 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	{ \$40,000 } { \$41,116 }	\$48,852	Interim of 1/- (Coupon No. 5) for 1904	41 % 217 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$24,437 } { \$400,000 }	\$929	{ \$1.80/- for year ending 30.4.1905 } { \$10.90/- }	59 % 33 sellers 245 sellers
Strals Steamship Company, Limited	5,000	\$100	\$100	{ \$130,151 } { \$126,000 }	\$21,251	\$10 for 1904	7 % Tls. 145
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 12 making Tls. 3 for 1904	113 % Tls. 28 buyers
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$2 for 1904	94 % \$215 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	None	\$85,987	\$1 for 1897	88 % \$28 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 24 for year ending 30.6.04	34 % Tls. 68 sales
MINING							
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$40,000	\$7,820	Interim of 1/- (No. 4)	...
Oriental Consolidated Mining Company, Limited	50,000	\$1	\$1	None	\$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	...
Raub Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$4,673	\$4,620	No. 12 of 1/-=48 cents	5 % G. 57
Societe Francaise des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	{ Fcs. 251,337 } { Fcs. 1,529,653 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...
DOCKS, WHARVES & GODOWNS							
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 14 for 1904/5	91 % Tls. 140 sales
Fenwick (Geo.) & Co., Limited	6,000	\$25	\$25	\$70,000	\$8,577	\$7.75 for 1904 on old capital	71 % 27 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$29,432	Tls. 1,151	First year	25 % Tls. 25 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$498,289	Tls. 40,666	Interim of \$2 for year ended 30.6.04	8 % Tls. 190 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	None	\$1,502	Div. & \$5 bonus for yr. ir. end. 30/6/04	51 % 270 sellers
New Amy Dock Company, Limited	6,000	\$61	\$61	\$150,000	\$489	\$1 for 1903	51 % 188 sellers
Riley Hargreaves & Co., Limited (Preference)	2,750</						